

## Item 11 - Correspondence

**From:** [Michael Tilchin](#)  
**To:** [MCP-Chair](#)  
**Subject:** Comments on Montgomery County's Draft Pedestrian Master Plan  
**Date:** Wednesday, April 5, 2023 10:17:59 PM  
**Attachments:** [Comments on the Montgomery County Draft Pedestrian Master Plan Michael Tilchin.pdf](#)  
[Kenwood Park Sidewalk Alteratives Memo \(1\).pdf](#)

---

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

To Chairman Jeff Zyontz, Montgomery County Planning Board :

Thank you for the opportunity to provide comments on the Draft Montgomery Pedestrian Master Plan. My comments are attached, along with an attachment referenced in my comments.

Sincerely,

Michael Tilchin  
6916 Millwood Road  
Bethesda, MD 20817

--

Mike Tilchin  
[mike.tilchin@gmail.com](mailto:mike.tilchin@gmail.com)

6916 Millwood Road  
Bethesda MD 20817

April 5, 2023

By email to [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)  
Chairman Jeff Zyontz  
Montgomery County Planning Board  
2425 Reedie Drive  
Wheaton, MD 20902

Re: Pedestrian Master Plan

Dear Chairman Zyontz,

Thank you for the opportunity to comment on the draft Pedestrian Master Plan. The Plan reflects the County's commitment to achieving a safe, comfortable and appealing network for walking, biking and rolling, and I am impressed by the scope and substance of the effort.

My interest in the Draft Pedestrian Master Plan and motivation to provide written comments was heightened by the surprise arrival of a sidewalk construction proposal in late January 2023 for certain streets in Kenwood Park, where I live. The Sidewalk plan for Kenwood Park was communicated to residents at the 11<sup>th</sup> hour, was extremely destructive in terms of tree removal, backward and inflexible in the proposed sidewalk design, allowed no opportunity for meaningful and timely public input, and, as reported from the Montgomery County Sidewalk Program staff, did not involve any data collection on traffic or any assessment of pedestrian safety. In multiple ways, the Kenwood Park Sidewalk Program plan is the antithesis of the goals and objectives put forward in the Draft Pedestrian Master Plan. The Kenwood Park Sidewalk program involved no data collection or analysis. What not to do.

There are many strengths to the Draft Pedestrian Master Plan, including recommendation (B-1a) to pivot from a reactive request-driven process to an equitable, data-driven process to ensure that the highest-priority connections are made and that resources are expended equitably, enhanced public engagement, the broad implementation of the Complete Streets Design Guidance when designing and constructing transportation infrastructure, preservation of trees and maximizing shade protection of pedestrian walkways, and the overall focus on equity throughout the plan.

Related to the Complete Streets Design Guidance, the Pedestrian Master Plan should strongly emphasize the need for change in how sidewalks are built. Currently, the sidewalk program seems to have one primary measure of success- the linear feet of sidewalks that are constructed. Tree preservation, limiting stormwater runoff, or aesthetics do not seem to be considered. There is apparently no coordination between the Sidewalk Program and traffic engineering focused on traffic calming and reducing traffic speeds- an essential aspect of pedestrian comfort and safety. There are many effective approaches to ensuring pedestrian safety and preserving trees- these are commonly used in nearby jurisdictions and in neighboring states. Our neighborhood has prepared a memo of alternatives approaches (see Attachment- *Kenwood Park Sidewalks Alternatives Memo*). There is no question that Montgomery County has in-house expertise in this field and is fully capable of developing alternative approaches.

On the matter of enhanced public engagement, in finalizing the Draft Pedestrian Master Plan, the County should reconsider and revise the current statement that the public should not have input on whether or where sidewalks should be built. They absolutely should have input, and the county should assiduously seek that input as part of its data-driven process. Recommendation B-1b states that public engagement should be reimagined so that members “can share valuable local perspectives”, including whether pedestrians feel comfortable walking in their neighborhoods, and what factors influence that level of comfort. Early public input supplies valuable data from local knowledge that should be incorporated into the decision of whether and where to build sidewalks. Public input is an important factor, among others, in the data-driven process that the county aiming for.

The current sidewalk program should be overhauled to create a best-in-class, holistic, cross-department approach that is not singularly focused on sidewalks but rather on the best way to maximize neighborhood safety, preserve trees, and enhance the pedestrian experience. Start by ensuring that the Sidewalk Program and the Traffic Program work together because sidewalks alone are not the best way to improve safety in all circumstances. The attached “Kenwood Park Sidewalk Alternatives Memo” outlines a wide range of modern approaches to pedestrian safety. Those approaches demonstrate the importance of coordination between the Sidewalk Program and the traffic programs, and that they should jointly assess what the needs of a neighborhood are and how best to achieve them through a combination of traffic measures and sidewalks. We urge you to consider making these sidewalk alternatives and traffic calming techniques core elements of your approach to achieving pedestrian safety and comfort.

Sincerely,



Michael Tilchin

Attachment: Kenwood Park Sidewalk Alternatives Memo

## **Attachment 2:**

### **Kenwood Park Sidewalk Alternatives Memo**

The Kenwood Park sidewalk proposal is designed to increase safety. But it proposes to achieve its goal focusing strictly on sidewalks running through people's front lawns, which has a huge downside of possibly eliminating more than 100 trees in our neighborhood. It is rightfully a very controversial plan.

Just a scratch across the surface of research on the topic of pedestrian safety along roads reveals that a proposal that just looks at sidewalks is very old fashioned. Nowadays, there is a lot of attention on the topic of roadways as a key feature of livable communities by urban planners, landscape architects, and "green" urbanists, with cities leading a popular movement to redesign and reinvest in streets to enhance them as inviting public spaces for people as well as critical arteries for traffic.

From the literature on the topic of safer streets, one quickly learns that **road speed** is the most important and biggest factor to address for pedestrian safety; researchers have noted that sidewalks alone can sometimes even make certain roads more dangerous, because people feel able to drive faster if they know they will not encounter any pedestrians walking along the side.

Very fortunately for our situation, it turns out that many of the solutions to reduce road speed will also save most of our trees. In a nutshell, these alternatives demarcate pedestrian walking lanes with visual or physical barriers, intentionally narrow the streets, or bump out the sidewalk at selected locations. By making the roadways more "complex", they slow the traffic. Many of these alternatives can indeed be extremely attractive and invite and further enhance the appearance of our neighborhood. (See pictures and illustrations on the last page.) They can be combined with permeable pavement and other alternative materials around trees, if sidewalks are still needed.

Where this leads us is to the need for an alternative proposal from the county that will BOTH enhance pedestrian safety AND save our trees. Of course, these alternatives will require that the sidewalk program work collaboratively with county transportation experts for the development of such a plan, but this is something that many cities and counties around the country already do on a routine basis. The National Association of City Transportation Officials (NACTO), National Research Council Transportation Research Board, National Association of City Transportation Officials, and the US Environmental Protection Agency all provide guidance, manuals, and planning tools outlining city-approved engineering techniques to build streets as public spaces that are safer for all road users including people traveling on foot, bike, and on buses. (links to these references available on request) Urban arborists at cooperative extension programs at various universities can provide expertise on green sidewalk design. These and other helpful authoritative publications and sources can give the Kenwood Park Community and the county a strong head start on developing the new options we desire to enhance safety and

protect our trees at the same time. In fact, many of these alternative designs have been already implemented in Montgomery County and in the District.

Here is a brief summary of the most popular alternatives that experts describe in the publications above. Sidewalk alternatives listed at the end of this memo are nicely explained in a Penn State Cooperative Extension webinar here:

[https://psu.mediaspace.kaltura.com/media/Finding+Solutions+to+Tree-Sidewalk+Conflicts./1\\_1zjb3pku](https://psu.mediaspace.kaltura.com/media/Finding+Solutions+to+Tree-Sidewalk+Conflicts./1_1zjb3pku)

All of the alternatives described in this memo have successfully been incorporated in many places around the country. I list ways to reduce road speed first, then how to design “kinder” sidewalks, where needed, to spare the trees if/where sidewalks are still needed.

## **Enhance Road Safety**

### **Run the sidewalk along the road instead of through our front yards.**

Kenwood Park’s roads are quite wide for the most part; Millwood, for example, is 26 feet wide. Experts believe that there is no need for lanes wider than 10 feet in each direction even on busy roads, and our roads are not busy at all. This would allow us to take perhaps 12 or 18 inches from the front lawns of the houses and go 3 or 4 feet into the road and still be well within the margin of recommended road width. This will save all or most of our trees.

A restriction for parking to just one side of the road could be considered as a supplement to this idea, which would maximize the road space still available. This could be implemented for the just times of day that students commute to Whitman and would perhaps provide an extra margin of comfort for those concerned about any narrowing of road in Kenwood Park at all. But I note: Though it seems totally counter-intuitive, experts are adamant that narrower roads are SAFER, not more dangerous, because they naturally cause drivers to slow down. There is a big push for narrower roads by urbanists around the country for safety purposes.

The option of running the sidewalk along the road itself rather than people’s properties was implemented on Glenbrook Road, across Bradley Blvd in Edgemoor. Glenbrook Road is a busy neighborhood road, much busier than anything in Kenwood Park, and yet it measures only 18 – 20 feet wide, varying a bit block by block as you travel along it. The sidewalk runs straight along the road without buffer in some places, sometimes has a very narrow buffer, and sometimes has a 12-18 inch or wider buffer. (Photos on the last page.) Sidewalks were retrofitted there, and it is likely it was the retrofit that narrowed the road to its current 18-20’ width.

### Start first by restricting parking to one side of the road and creating a pedestrian walkway

A particularly easy modification of the above idea of running an actual sidewalk into the road is to simply restrict parking to one side of the road and demark the opposite side of the road as a pedestrian walkway with a solid white line on the asphalt. For additional conspicuity, we could include use a pedestrian symbol to communicate exclusive pedestrian or pedestrian/bicycle use. This quick and easy alternative could be implemented more quickly and easily than building actual sidewalk along the road and could do the trick! We could add road signs at the terminal ends to more clearly delineate the usage restrictions.



For greater protection at a cost still lower than pouring separate sidewalks along the road, the county could augment the painted lane with physical separation devices, by installing raised rumble strips or raised reflective markers at regular intervals along the route; these would further inhibit vehicles from traveling into the pedestrian lane. (Illustration on last page.)

## Install pinchpoints



Pinchpoints restrict motorists from operating at high speeds on local streets and, important for us, significantly expand the sidewalk realm for trees. They can be extremely attractive and even fitted with benches to invite the community to relax and spend time with each other. A plan that located them where mature trees are found in Kenwood Park offers us an excellent opportunity for safety and trees at the same time. (Illustration last page)

## Retrofit selected roads/areas with chicanes



Chicanes are bump-outs that slow drivers by alternating parking or curb extensions along the corridor. The idea is similar to the pinchpoints above but they are usually less elaborate and less expensive. (Illustration last page)

## Insert curb extensions



Curb extensions decrease the overall width of the roadway just at the intersection. They are very popular because they serve as a visual cue to drivers that they are entering a neighborhood street or area. At the same time, they increase the overall visibility and safety of pedestrians by aligning them with the parking lane and creating a sense of protected space downstream from the extension. Curb extensions also tighten the intersection curb radius and thereby encourage much slower turning speeds.

### **Insert lane shifts**



Lane shifts horizontally deflect vehicles traveling down the road and may be designed with striping, curb extensions, or parking. This option does not provide a direct synergistic benefit for trees but may suffice to slow down traffic in some areas in a way that sidewalks need not be installed there.

### **Insert more speed bumps and roundabouts.**



Kenwood Park already has these, and they are definitely effective in slowing down traffic. Why not add more of these

### **Install speed cameras**

We all hate these speed cameras but they do work! If high school students get a couple of big tickets, they may decide to travel to school via Whittier Blvd, which is direct and already has sidewalks, sparing our neighborhood from more

### **“Green” sidewalks**

There has been a tremendous amount of research and attention to “greening” sidewalks and other pavement to save trees for their carbon uptake, shade value, stormwater uptake, and other benefits. There are four major approaches to alternative sidewalk design and materials, all of which have great potential for the Kenwood Park neighborhood, as follows:



### **Curved sidewalk design to avoid trees**

One obvious option to the current proposal of linear sidewalks that remove trees obstructing a straight line would be to curve the sidewalks around trees. This has been done with an aesthetically pleasing result on Ridgefield Road in the Westbard neighborhood very close to Kenwood Park. See pictures attached.

### **Alternative surface material: Permeable Pavement**

Permeable pavement is perhaps of greatest interest to green sidewalks professionals because of its ability to slow, filter, and cleanse stormwater runoff from impervious surfaces to capture rainwater at its source, where the rain falls, while also saving trees. It could be very useful all over Kenwood Park, particularly along Millwood and Kenhill Roads, which suffer from flooding during heavy rain events and are, in fact, in a delineated flood zone. The most recent communication from Montgomery County indicates that they are prepared to consider permeable pavement alternatives for the neighborhood, but we do not yet know the extent to which it will be applied.

Permeable pavement comes in four forms including permeable concrete and asphalt, permeable interlocking concrete pavers, and grid pavers. While the forms look very different, what they all have in common is allowing for water percolation and filtering. Importantly, they are all ADA compliant, very durable, allow snow shoveling, etc.

Permeable pavement can be installed around trees in attractive ways, for example splitting around a tree for visual interest. Importantly, they can be installed in a root friendly manner, so that larger roots are allowed to protrude right around the tree, thereby preserving the tree in good health.

Note that permeable pavement can be used in combination with conventional cement – installed intermittently along a path where merited – which can save cost.

Washington DC has made extensive use of permeable pavement, with a firm called Capitol Flexi Pave. Their website contains an impressive map of multiple installations across the district. ( <https://www.arcgis.com/apps/Embed/index.html?webmap=38c57dadedad4308be3da39d9a156151&extent=-77.2046,38.776,-76.8791,39.0012&zoom=true&scale=true&theme=light> ) A picture of flexi pave in upper Georgetown, is included below.

### **Bridging over roots**

Urban arborists, whose specialty is to save trees during sidewalk installation and repair, often install small metal or plastic/rubber “bridges” over tree roots that are traveling over the surface. The bridging allows the roots space to breathe and can be placed on small “piers” to give adequate rise for the tree. To comply with ADA requirements of no more than a 2 degree ramp rise, builders simply start the “bridge” from further down from the tree to allow for gradual rise towards and away from the roots. See pictures attached

### **Alternative sub-base materials**

Sometimes root “breathing” problems that would be caused by conventional cement sidewalks can be solved by air excavating and surrounding the roots with wood decking or wrapping them in Styrofoam before covering them up with a concrete slab. The idea here is to create enough air space in the pores around the roots for them to survive and thrive.

### **Conclusion**

The current sidewalk proposal for Kenwood Park overlooks a lot of new thinking about how to achieve pedestrian safety while also greening a neighborhood. It is rightfully quite controversial among our residents because it comes with a huge downside of radically changing the treescape of the neighborhood. And it is not cheap; the county has estimated the cost at \$1.3 million, much of which will be used to take down those 100+ trees.

Communication with county officials indicates that no traffic or pedestrian assessment was undertaken to develop this proposal. No road safety options are on the table. No alternatives to conventional five foot wide, straight cement sidewalks were considered until the night before our March 1 public hearing, when we learned that the County will now do further exploration of the permeable pavement option to save some trees. It remains completely unclear, however, what this new proposal will actually look like.

There is a great opportunity here for Kenwood Park residents to become a model for green roadways in Montgomery County that provide it all – enhanced safety for residents and protected landscape and trees.

See next pages for pictures of some of the alternatives mentioned in this memo.



Glenbrook Road in Edgemoor, sidewalk running along the street



Glenbrook Road in Edgemoor, sidewalk with very skinny buffer



Lanes demarkated for pedestrians with paint, accompanied by raised concrete barrier that could also be made of rumble strips or reflective markers.



Pinch Point



Chicane



Curved cement sidewalk working around trees. Ridgefield Road in Westbard neighborhood, Bethesda



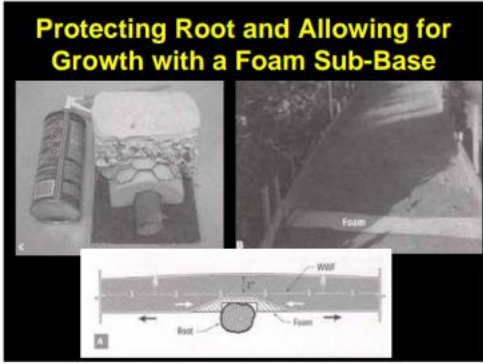
Flexi pave installed in Georgetown



Alternative porous pavement materials



Sidewalk "bridges", leaving air space for roots to survive and thrive



Alternative sub-base materials allow for gas exchange for root systems

**From:** [Pat Mulready](#)  
**To:** [MCP-Chair](#)  
**Subject:** I am sharing "Mulready Pedestrian follow up written" with you  
**Date:** Thursday, April 6, 2023 2:03:54 PM  
**Attachments:** [Mulready Pedestrian follow up written.pdf](#)

---

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Thanks.



Patricia M. Mulready, M.S.,M.Phil.

10233 Capitol View Ave

Silver Spring, MD 20910

[Pmulready13@gmail.com](mailto:Pmulready13@gmail.com)

April 6, 2023

ADDITIONAL WRITTEN COMMENTS FOR PEDESTRIAN MASTER PLAN (POST 3/23/23 HEARING)

The following are comments on the entire draft Plan, which I read in full. This includes issues I didn't have time to remark on during the 3/23/23 Public Hearing.

Again, my main concerns are there is NO MENTION OR RESPECT FOR HISTORIC DISTRICTS OR PROPERTIES and the proposed DEVASTATION OF FORESTED PARKS and WETLANDS. Additional information to the points I made at the Hearing follow these general comments.

I am handicapped and may need to use a scooter or wheelchair in the next few years. However, I would NOT expect trees/plants to be cut down or bridges put in wetlands so I could access them. I have not seen in 6 years a single person walking on the sidewalks which caused >1 acre virgin forest dieback along Capitol View Ave and Stoneybrook.

Far more lives would be saved – as indicated in the Draft -- if the money was spent on:

- REPAIR ALREADY EXISTING SIDEWALKS

For example, I helped two blind people walk from the front of the former P&P Building to the auditorium entrance – couldn't believe how many hazards there were, including cracks that jutted up.

- SHORTEN THE DISTANCE BETWEEN CROSSWALKS (already in Plan)
- RECOGNIZE WHERE CROSSWALKS ARE REALLY NEEDED

I.e., connecting the bus stops on Connecticut Avenue in Kensington between Knowle's and Plyer's Mill Rd. Have at least 4 crosswalks at each corner instead of 3 (which adds significant time and distance to get across the street so people jaywalk).

- STUDY WHY CURBS LAUNCH CARS UP ONTO SIDEWALKS AND INTO BUILDINGS BEFORE BUILDING MORE SIDEWALKS ON NARROW STREETS

Several people have been killed or seriously injured in MoCo while walking on sidewalks because of this.

- INCREASED TRAFFIC CAMERAS AND RECORDATION TAXES ARE INAPPROPRIATE FUNDRAISERS

MoCo public school system is already planning on using Recordation Taxes to fund new schools and repair old ones. It's already very difficult to pay for closing costs on expensive homes here. People are opposed to traffic cameras as revenue generators – several lawsuits about this have forced MoCo to say such cameras are not used for such purposes – and prove it.

- REDESIGN THE CROSSWALKS WITH PLASTIC/METAL POST LANE MARKERS TO MAKE IT EASIER TO CROSS STREETS
- 2-1/2' SIDEWALKS ARE ON MANY STATE ROADS. IF CAN BE INSTALLED ON RT. 28, KNOWLE'S AVE, ETC., THEY SHOULD BE ALLOWED ON HISTORIC, RURAL, ESTABLISHED NEIGHBORHOODS, ETC., ROADS
- THE MOST SUITABLE MATERIALS SHOULD BE USED FOR SIDEWALKS, AS MENTIONED BY ONE OF THE PEOPLE WHO TESTIFIED. THESE SHOULD USUALLY BE PERMEABLE TO ALLOW FOR APPROPRIATE WATER RETENTION IHN NEIGHBORHOODS

New materials are being constantly developed with amazing properties. Concrete is extremely unsustainable, especially it's impact on emissions, climate change, and increasing temperatures.

- HAZARDOUS BICYCLES AND MOTORIZED SCOOTERS

There is already a Bicycle Master Plan. I don't understand why they and motorized scooters and bicycles are included in a Pedestrian Master Plan and suggest the name of this document be changed to fully inform people that it isn't just about walking and moving around in slow motorized wheelchairs.

As I mentioned at the Hearing -- I've experienced and seen far more close calls between pedestrians and people riding bicycles, skateboards, and scooters than cars.

- NO MENTION OR RESPECT FOR HISTORIC DISTRICTS OR PROPERTIES

Historic districts and buildings show what was and should remain as they are, especially when there are walkable alternate routes close by. This is especially true when 100+ year old trees will be killed in order to put in sidewalks – removing green canopy and water retention cooling the black paved roads, homeowners' properties, and surrounding areas. Some of these areas include protected wildlife, such as nesting pileated woodpeckers which have longstanding nests. Temperatures around our neighborhood are typically 15° less than surroundings so this isn't theoretical. This also pertains to rural areas.

German arborists' research has shown that killing one tree causes "forest dieback" – the other trees around it also die. This is shown in what was called "highly successful sidewalk project" by MoCo's head of sidewalks. This was >1 acre of virgin woods – including >3' diameter old growth trees -- and now it's gone for sidewalks almost no one uses.

Historic districts should generally not have sidewalks put in – they are indicators of what was. Many houses don't have any RoWs or <15' (see photo). But if they are they should be treated equally. Poorer, diverse ones shouldn't be punished with ADA impermeable sidewalks which actually destroy >15' while areas like Brookeville Rd in Chevy Chase have 2-1/2' permeable ones which don't kill trees and maintain the look of the neighborhood. Brookeville did sidewalks correctly and other historic districts should be allowed to do the same (especially when no RoW in front of houses).

The County's engineer spoke at a CVPCA meeting and said, "You can have trees or you can have sidewalks but you can't have both." He and his team also said any damage to property or legally

required “improvements” such as retaining walls must be paid for by the homeowners. So the idea is you come to our homes, kill all our landscaping and 100+ year old trees that we've spent thousands of dollars to maintain, rip up our driveways, and then install retaining walls and/or water retention amenities we don't want – AND EXPECT US TO PAY FOR IT!!! Then shovel snow for neighbors who don't use the sidewalks they said they wanted!!!

The idea of putting lit ADA impermeable sidewalks onto existing paths will cause homeowners to block the paths. This happened in CVP... ironically people who wanted yard destroying sidewalks along CVA didn't want paved paths in their backyards...

Item B5-a&b: who is going to pay for lighting on private property plus mitigate environmental impacts?

As was done on Knowle's Ave in Garrett Park – cutting down 2-3' diameter trees and replacing them with saplings and fake historic street lights doesn't provide shade for decades.

- DEVASTATION OF FORESTED PARK LANDS

Such sidewalks and bridges into the back areas of parks, forested areas, and wetlands defeats the purposes of those areas which include protection of wildlife, etc. Lighting hurts biological clocks for animals and plants.

- WALKING TO SCHOOL

On a different subject, which is walking 1-2 miles to school each way>> ideally students would walk together but bullied and unpopular kids – or those from families parents don't approve of – won't be included. This could be dangerous for any student but for female students they are likely to be harassed. I have female friends from 14 to mid-80s and all get verbal sexual comments yelled at them and many of us are physically assaulted when bumped into, etc. Also, you are asking pre-teen and teenage girls to walk this distance when they are menstruating. For some this may not be a problem but for many it could be horrible. And remember that not all parents allow daughters to use Western sanitary products.

- SMALLER SCHOOLS WITHOUT HUGE FOOTPRINTS

Good idea.

In conclusion, I recognize the hard work which went into the Draft Pedestrian Master Plan. However, what might be appropriate for new development areas is not necessarily so for historic districts and buildings and established neighborhoods. There are areas in North Potomac where entire neighborhoods paid for beautiful cherry trees which line the streets. Other neighborhoods are growing bee gardens along their streets. Should these be killed off when there are no or very few accidents along those roads? In my opinion your efforts should be focused on the main roads where multiple people have been killed, such as Georgia Ave.

Thank you.

**From:** [Mark Redmiles](#)  
**To:** [MCP-Chair](#)  
**Cc:** [Zyontz, Jeffrey](#); [Bartley, Shawn](#); [Hedrick, James](#); [MICHAEL HEYL](#)  
**Subject:** Re: Request for Brief Time Extension - Byeforde-Rock Creek Highlands Citizens Association  
**Date:** Thursday, April 6, 2023 5:15:25 PM  
**Attachments:** [First Supplement to BRCH testimony re Pedestrian Master Plan - 4-6-23.docx](#)  
[Parks DOT Beach Drive Culver St Barrier.pdf](#)

---

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello Ms Coello:

It is disappointing that the MNCPPC would not allow a brief extension considering that an agency under MNCPPC oversight, MCParks, did not provide BRCH with this Revised Culver Plan until yesterday evening. Based on your response, the BRCH Supplement to its written and oral testimony on the Pedestrian Master Plan is attached.

Best regards,

Mark Redmiles

> On Apr 6, 2023, at 4:05 PM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:  
>  
> Good afternoon Mr. Heyl and Mr. Redmiles,  
>  
> Thank you for contacting the Planning Board Chair's Office. We have reviewed your request and will not be extending the deadline for testimony beyond the Planning Board approved April 6, 5pm deadline. Planning staff advised that your additional comments should be submitted to the County Council when they discuss Pedestrian Master Plan and set their public hearing. Here is the County Council link to submit written testimony:  
> <https://www.montgomerycountymd.gov/COUNCIL/PHSignUp.html#signup>  
>  
> Thank you,  
>  
> Catherine Coello, Administrative Assistant III  
> The Maryland-National Capital Park and Planning Commission  
> Montgomery County Chair's Office  
> 2425 Reedie Drive, Wheaton, MD 20902  
> Main: 301-495-4605 | Direct: 301-495-4608  
> [www.MontgomeryPlanningBoard.org](http://www.MontgomeryPlanningBoard.org)  
>  
>  
>  
> -----Original Message-----  
> From: Mark Redmiles <chiefmar@comcast.net>  
> Sent: Thursday, April 6, 2023 3:25 PM  
> To: Zyontz, Jeffrey <Jeffrey.Zyontz@mncppc-mc.org>; Bartley, Shawn  
> <Shawn.Bartley@mncppc-mc.org>; Hedrick, James <James.Hedrick@mncppc-mc.org>  
> Cc: MCP-Chair <mcp-chair@mncppc-mc.org>; MICHAEL HEYL <mikeheyl@verizon.net>  
> Subject: Request for Brief Time Extension - Byeforde-Rock Creek Highlands Citizens Association

>  
> [EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

>  
> Hello MNCPPC - MC:

>  
> The Byeforde-Rock Creek Highlands Citizens Association, Inc. (BRCH) requests a brief extension of time to submit a supplement to our previously submitted written and oral testimony regarding the Pedestrian Master Plan (Draft Plan). At the public hearing on the Draft Plan on March 23, 2023 you set today, April 6, 2023, as the deadline to submit testimony for the record regarding the Draft Plan. We just yesterday received from MC Parks (through MC DOT) a revised plan for barriers and signage on Culver Street (Revised Culver Plan) in relation to the Beach Drive closures referenced in the Draft Plan and that were the subject of our earlier testimony regarding the Draft Plan.

>  
> We will be submitting a supplement to our testimony to address this Revised Culver Plan which we just received. In order to have sufficient time to review the Revised Culver Plan and prepare responsive written testimony, we request a brief extension of time until April 11, 2023. Please confirm that you will keep the record open for BRCH until April 11, 2023 for us to submit a supplement regarding the Revised Culver Plan.

>  
> Best regards,

>  
> Mike Heyl  
> Mark Redmiles

# BYEFORDE-ROCK CREEK HIGHLANDS CITIZENS ASSOCIATION

April 6, 2023

By email to: [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)

Mr. Jeff Zyontz

Acting Chair Montgomery County Planning Board M-NCPPC

2425 Reedie Drive 14th Floor

Wheaton, MD 20902

Re: Pedestrian Master Plan Public Hearing March 23, 2023 -- First Supplement to Written Testimony of the Byeforde Rock Creek Highlands Citizens Association

Dear Chairman Zyontz and Members of The Planning Board:

The Byeforde Rock Creek Highlands Citizens Association, Inc. (BRCH) hereby submits this first supplement (Supplement) to the written testimony submitted March 21, 2023 (BRCH Written Testimony) and oral testimony provided at the public hearing on the Pedestrian Master Plan on March 23, 2023 (3/23/23 Public Hearing).

Subsequent to the 3/23/23 Public Hearing, the BRCH received from Montgomery Parks (through Montgomery DOT) on April 5, 2023, a revised draft of a "Parks/DOT Beach Drive Culver Street Barrier Plan (Revised Culver Plan). A copy of the Revised Culver Plan is attached and this Supplement provides additional written comment/testimony from BRCH regarding the Revised Culver Plan as it pertains to the proposal in section B-4g of the proposed Pedestrian Master Plan to make (we presume holiday and weekend) closures of certain sections of Beach Drive permanent. It is our understanding that the Planning Board is scheduled to conduct a working session on the Pedestrian Plan with Parks (and hopefully DOT) on April 13, 2023. We believe it is incumbent upon the Planning Board to fully explore at that working session, in addition to the issues raised in our earlier written and oral testimony, the issues we raise below with respect to the Revised Culver Plan.

## MCParks Should be Required to Follow MCDOT Guidance for Traffic Abatement and Signage

As stated in the BRCH Written Testimony, on January 3, 2023, MCDOT submitted to MCParks a revised detour proposal to, among other things, address collateral traffic concerns on Culver Street when Beach Drive is closed on weekends and holidays. The revised detour proposal from MCDOT included a suggestion for barricades and "no through traffic" signage at Connecticut Avenue and Culver Street and the Cedar Lane and Delmont Street intersections. After meetings between MCParks and MCDOT regarding the revised detour plan, on April 5, 2023 MCParks provided MCDOT with, among other things, the MCParks Revised Culver Plan. Also on April 5, 2023, MCDOT provided the BRCH with a copy of the Revised Culver Plan.

MCDOT recommended that every Saturday (and holiday) morning MCParks place "Type 3" barricades with "no through traffic" signage at the Connecticut Avenue and Culver Street and the Cedar Lane and Delmont Street intersections and that the barricades be removed every Sunday (and holiday) evening. The Saturday morning and Sunday evening placement/removal would coincide with the lowering of gates closing beach drive to vehicular traffic. MCParks informed MCDOT and the revised Culver Plan reflects that MCParks did not want to install and remove barriers. Rather, MCParks has proposed "Triton style" barriers and that these barriers be placed at the recommended locations, 24 hours per day seven days per week. This is just one more example of MCParks refusing to follow the expert traffic related recommendations from MCDOT.

#### The 6/10 Mile Section of Beach Drive Between Connecticut Avenue and Cedar Lane Should Be Removed from the MC Parks Weekend/Holiday Closure Plan

If it is too burdensome for MCParks to place and remove barriers on Culver Street each time they raise or lower the gates on Beach Drive between Connecticut Avenue and Cedar Lane, there is an easy solution that has also been recommended by MCDOT and suggested in our BRCH Written Testimony. MCParks should be directed by the Planning Board to close Beach Drive only between Cedar Lane and Knowles Avenue. The 6/10 of a mile section of Beach Drive between Connecticut Avenue and Cedar Lane should be removed from the Beach Drive closure plan and remain open 24 hours a day/seven days a week (other than weather condition/safety related closures). As MCDOT has suggested to MCParks, leaving this .6 mile stretch of Beach Drive out of the closure plan would resolve most, if not all, of the neighborhood concerns raised regarding the proposal to close portions of Beach Drive every weekend and holiday. The BRCH agrees with MCDOT that keeping the section of Beach Drive that runs parallel to and the length of Culver Street between Connecticut Ave. and Cedar Lane) open 24/7 resolves the safety concerns we have raised with section B-4g of the proposed Pedestrian Master Plan.

#### As a Lesser Alternative, MCParks Should Be Directed to Place and Remove Barriers to Culver Street Every Saturday Morning and Sunday Evening

If for some reason the Planning Board does not instruct MCParks to only close Beach Drive between Cedar Lane and Knowles Avenue, then MCParks should be required to follow the other MCDOT guidance and install the barriers every Saturday (and holiday) morning and remove the barriers every Sunday (and holiday) evening. MCParks already has personnel who lower and raise the gates on beach Drive at these times and it should not be burdensome or cost prohibitive to incorporate the Culver Street barrier placement and removal into the MCParks weekend/holiday closure protocol. Permanent barrier placement creates some traffic concerns of their own and may not be acceptable to a majority of the BRCH residents. Moreover, permanent barrier placement at the entrances to Culver Street in BRCH would be an obstacle for Montgomery County school buses which use these same entrances to facilitate pick up and drop off of Montgomery County school students (empty MC school buses also use

Culver Street instead of Beach Drive or Saul Road and the BRCH will address this concern separately with MC Public Schools' administration). Placing the barriers on Culver Street only when Beach is closed would not interfere with MC Schools student busing operations.

### Conclusion

Based on the foregoing supplement, in addition to the requested relief set forth in the BRCH Written Testimony and included in the oral testimony at the 3/23/23 Public Hearing, the BRCH requests that Planning Board approval of section B-4g of the proposed Pedestrian Master Plan be contingent upon MCParks removing the .6 mile section of Beach Drive between Connecticut Avenue and Cedar Lane from the closure plan. Or, as a lesser alternative and at a minimum, that MCParks be required to follow MCDOT guidance and place and remove barriers at the entrances to Culver Street in BRCH at the beginning and conclusion of each Beach Drive weekend/holiday closure.

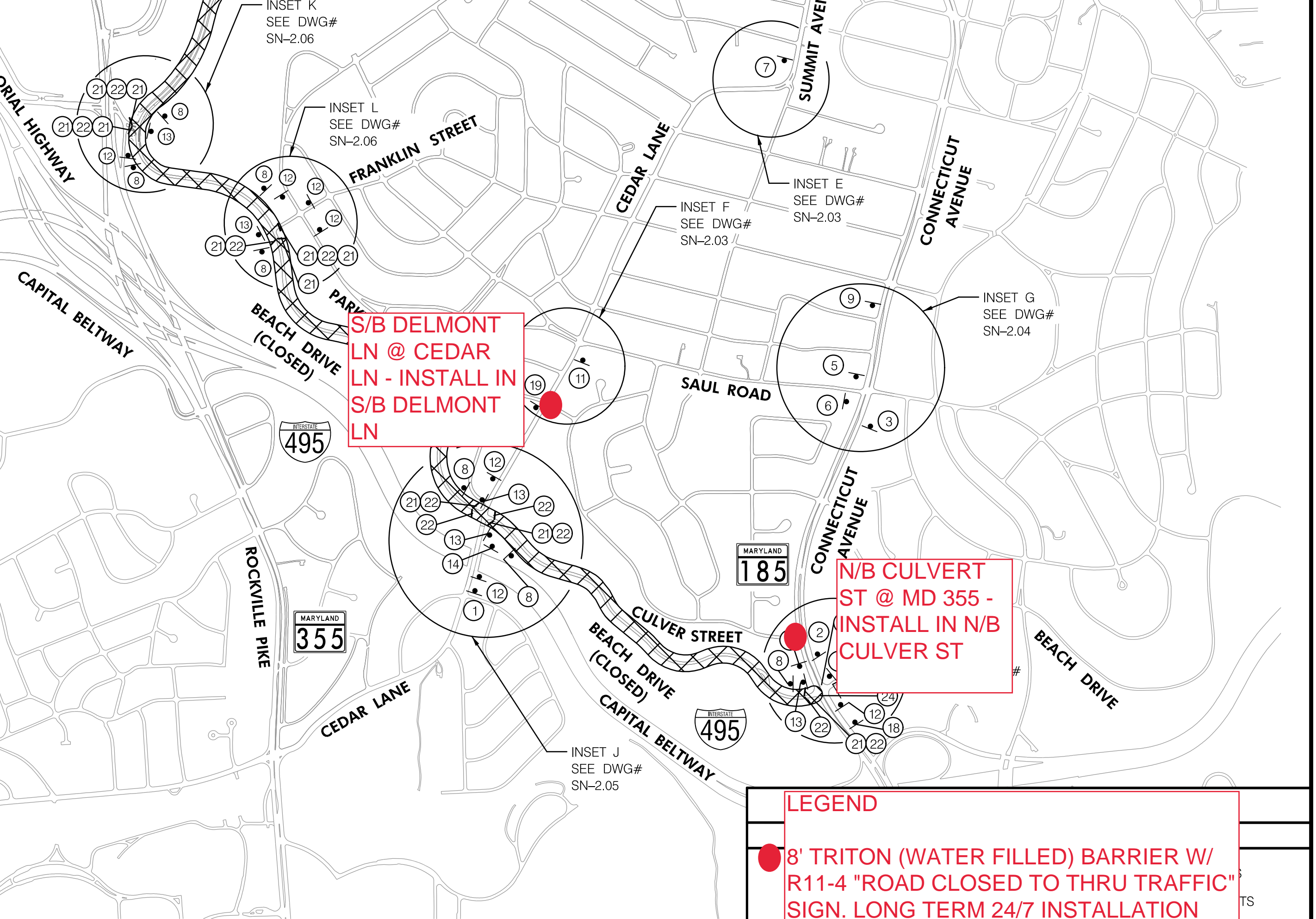
We appreciate your time and consideration.

Submitted by:

Michael S. Heyl, Esq.  
9609 Culver Street  
Kensington, MD, 20895

Mark Redmiles, Esq.  
9635 Culver Street  
Kensington, MD, 20895





**S/B DELMONT LN @ CEDAR LN - INSTALL IN S/B DELMONT LN**

**N/B CULVERT ST @ MD 355 - INSTALL IN N/B CULVERT ST**

**LEGEND**

● **8' TRITON (WATER FILLED) BARRIER W/ R11-4 "ROAD CLOSED TO THRU TRAFFIC" SIGN. LONG TERM 24/7 INSTALLATION**

REVIEW AND APPROVAL	
Project Manager	Date
Construction Manager	Date
Park Manager	Date

ISSUED FOR PROCUREMENT ON _____		
REVISIONS		
Rev. No.	Date	Description

# OPEN PARKWAYS SIGNING IMPROVEMENTS

## BEACH DRIVE CLOSURE & TRUCK RESTRICTIONS

DWG. #  
**KP-01**  
SHT. # 02 of 13  
PLAN SHEET